



# FGGM Regional Transportation Summit

6/2/10

Maryland Department of  
Transportation



# Preparing for FGGM Regional Growth

- Partnership effort to provide for successful:
  - BRAC actions at FGGM
  - Local growth and economic development
  - Potential Cyber Command and other growth
- Partnership includes: Anne Arundel County, Howard County, Prince George's County, City of Laurel, FGGM, DISA, NSA, DMA, DAA, OEA, Fort Meade Alliance, RGMCMC, BWIP, BMC, CMRT, BWCC, Congressional Delegation, and the State

# Regional transportation approach

- Balanced approach
  - Transit
  - Highways
  - Demand management
  - Smart Growth
- Long-term/Short-term
- Economic downturn impacts
  - Funding shortfalls require phasing, prioritizing
    - Transportation Trust Fund declines
  - Blue Ribbon Transportation Funding Commission to look at long-term needs statewide

# THE TRANSPORTATION TRUST FUND

Motor Fuel Tax

Vehicle Titling Tax

Sales and Use Tax

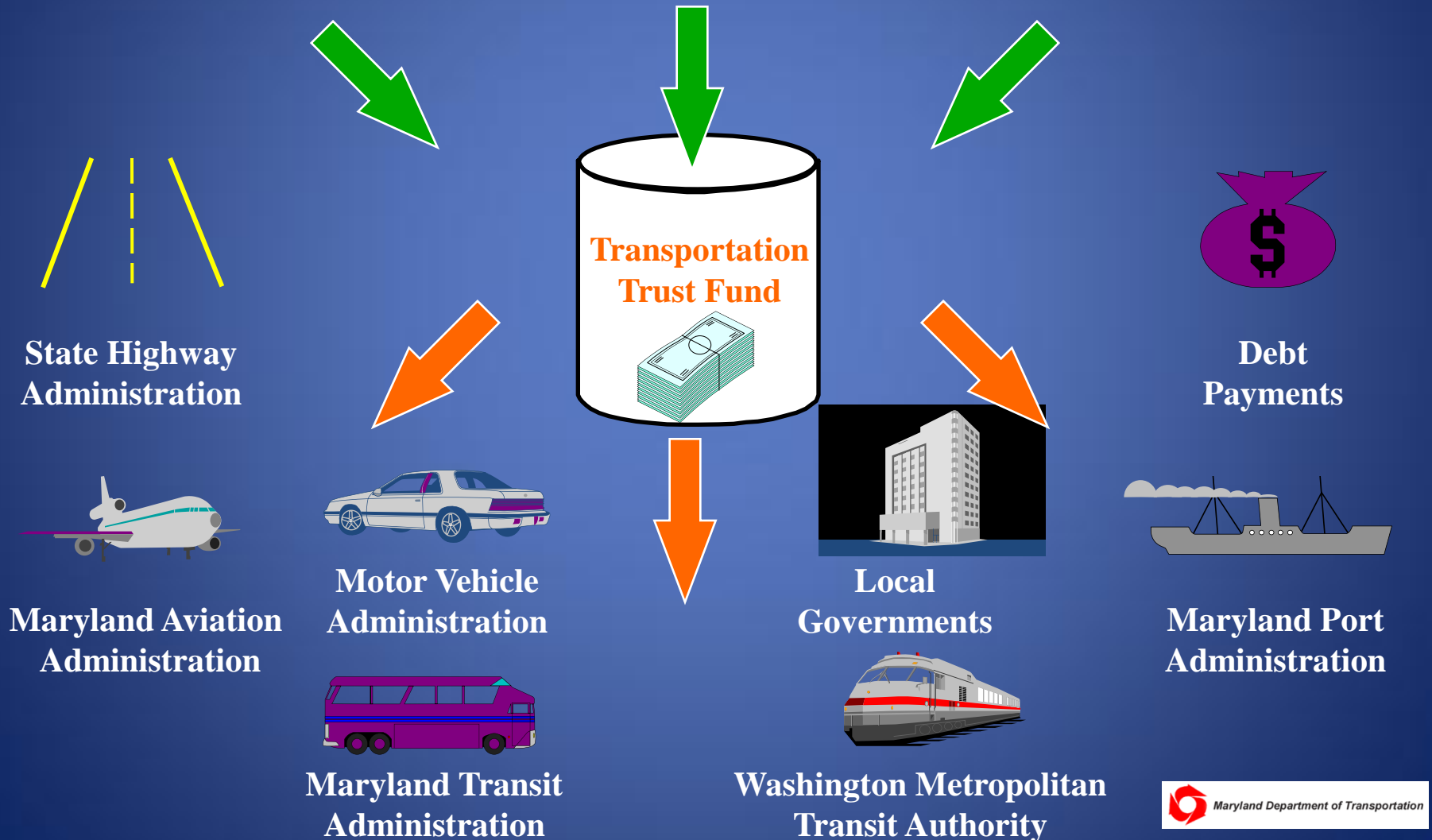
Operating Revenues

Bond Sales

Corporate Income Tax

Federal Aid

Motor Vehicle Registration and Fees



# Addressing FGGM Regional Growth and BRAC: MDOT's High/Low Strategy



- Major construction projects: higher cost, higher capacity
- Long-term needs
- 8-14 years to complete – planning, environmental reviews, design, ROW, funding and construction

- Minor projects; lower-cost improvements
- Near-term fix
- One to three years to complete

# “High” (Long-term) and “Low” (Short-term) Initiatives

- “High” (Long-term)
  - Highway corridor projects
  - MARC expansion
  - Unfunded Local Government priorities
- “Low” (Short-term)
  - lower cost capital projects, readily delivered improvements with meaningful benefit
  - Transportation Systems Management (TSM): Improve efficiencies through minor changes (e.g. restriping, signal timings)
  - Transportation Demand Management (TDM): Increase Capacity, Reduce SOV trips
  - Consider adding transit services as funds become available

# FGGM Region Highway Capital Programming



# Preparing for FGGM Regional Growth

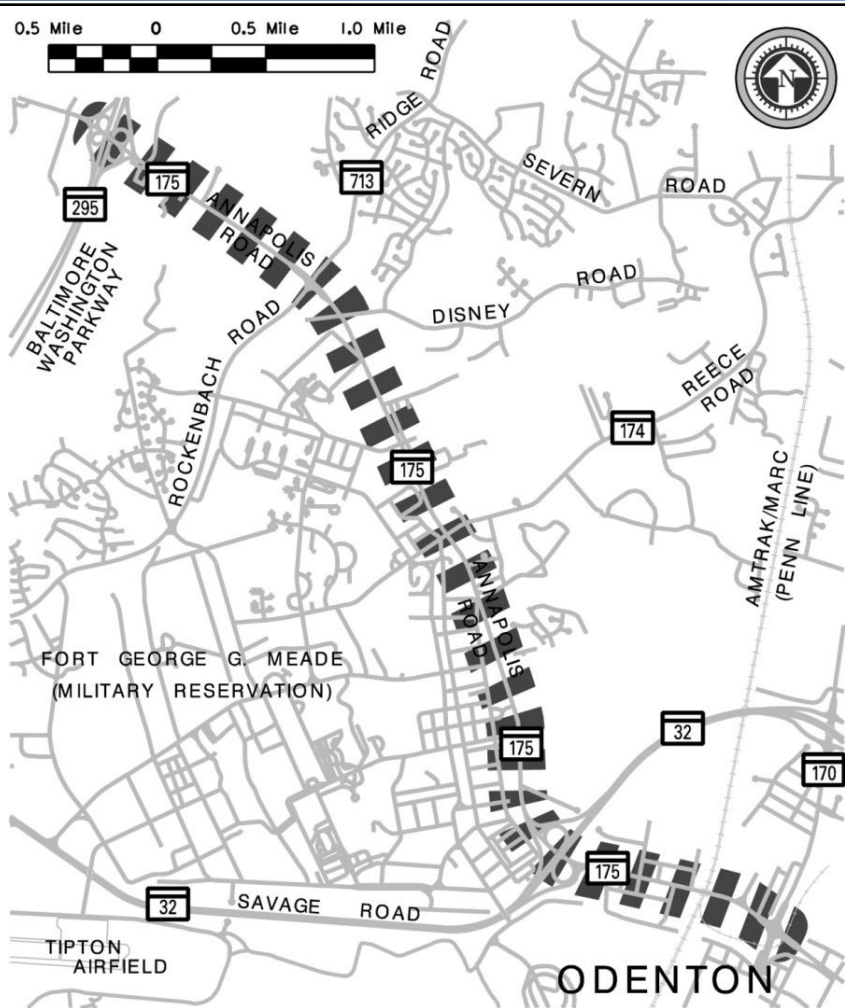
- SHA “High” (Long-term) Capital Projects
  - MD 175 Corridor
  - MD 198 Corridor



# MD 175 Project Planning Study

## Purpose

- To improve the existing capacity, traffic operations, motor vehicle, bicycle and pedestrian safety, while supporting existing and planned development in the area.



## SHA Preferred Alternative

- Alternative 4 (Modified) from Brock Bridge Road to MD 295, Alternative 6, Option F at the MD 175/MD 295 Interchange, Alternative 6 with the 21 ½ Street Option from MD 295 to MD 32, and Alternative 2A-Enhanced Transportation Systems Management (TSM) from MD 32 to MD 170.

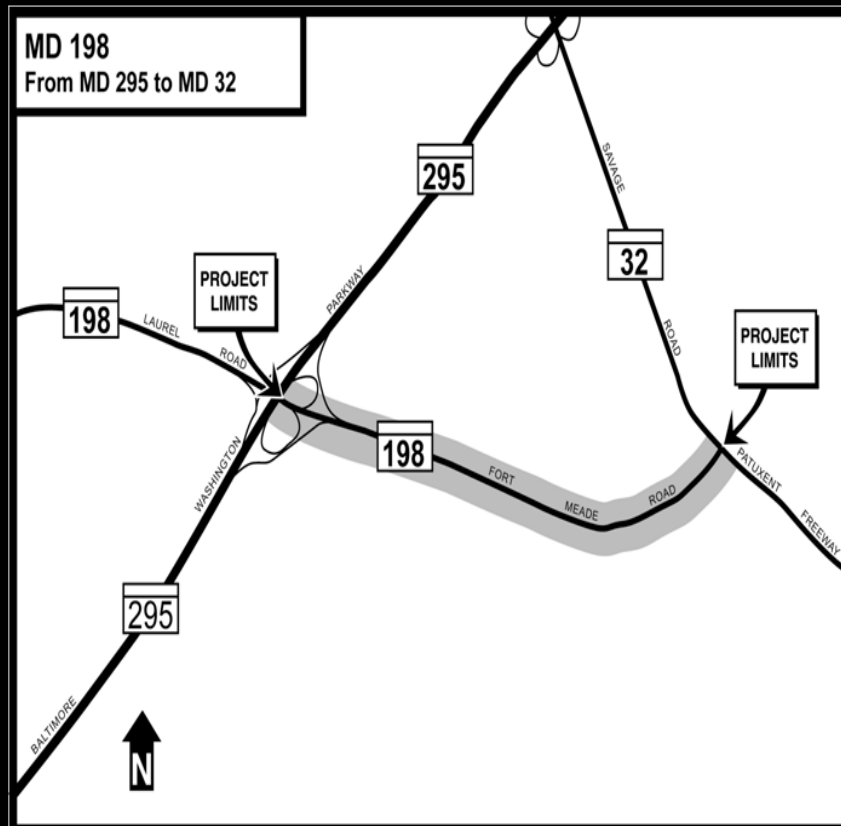
## Cost and Schedule

- Total Cost - \$330 - \$350 M
- Location/Design Approval – Winter 2010

# MD 198 Project Planning Study

## Purpose

- To improve existing capacity and traffic operations; enhance access to the Fort George G. Meade Military Reservation; and increase the safety of drivers, bicyclists, and pedestrians along MD 198, while supporting existing and planned development in the area.



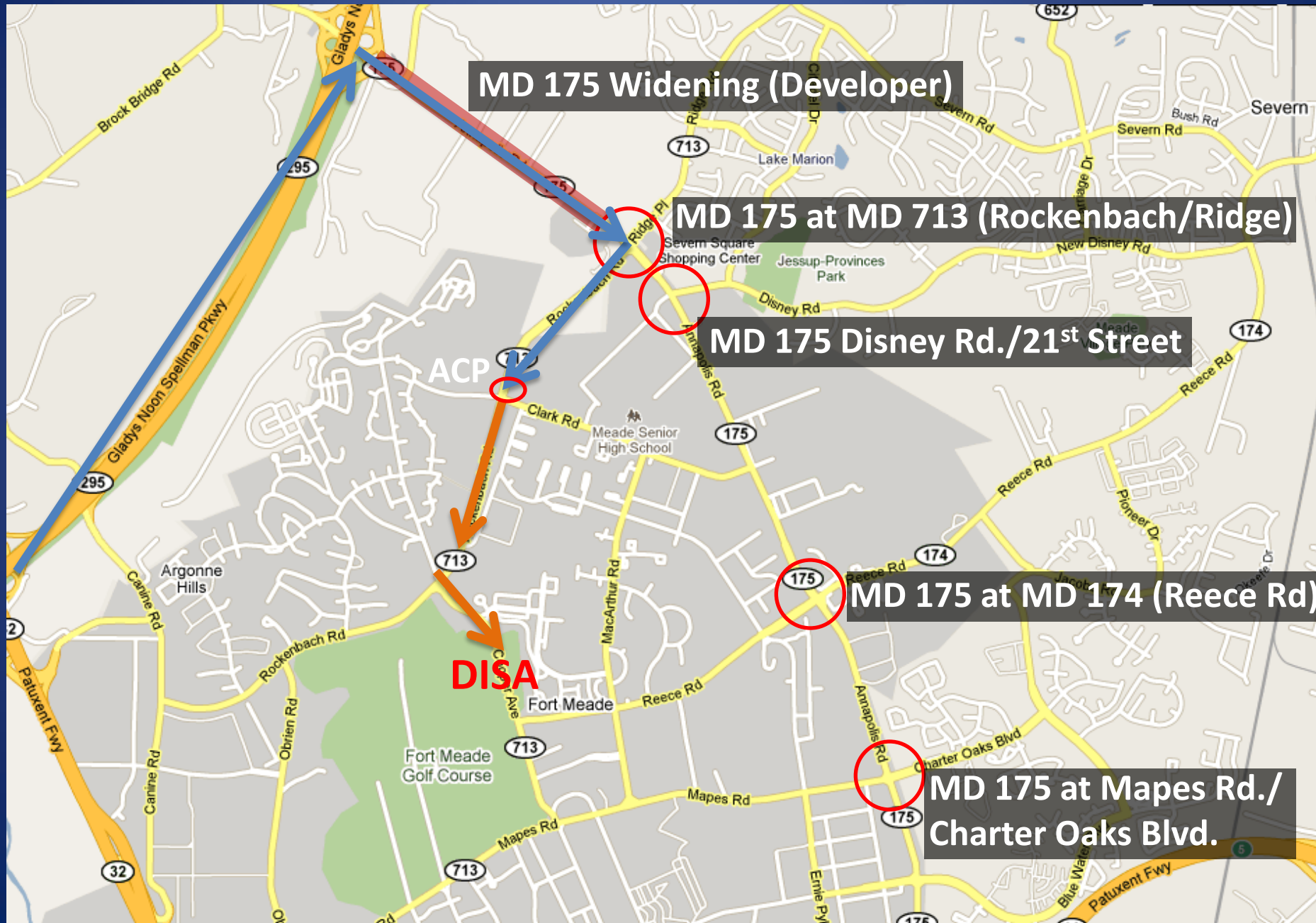
## Alternatives

- **No-Build**
- **Transportation Systems Management (TSM)**  
Off ramp improvements, access management (combining several access points), left turn lanes
- **Divided Roadway with Off-Road, Shared-Use Facility and a Sidewalk**  
Two lanes in both directions (eastbound and westbound) divided by a grass median that varies throughout the corridor from 20-feet to six-feet.
- **MD 198 / MD 32 Interchange Options**  
Four interchange options are under development

## Cost and Schedule

- Total Cost - \$250 - \$275 M
- Location/Design Approval – Summer 2012

# MD 175 “Low” Short-term Improvements



# Short-term Improvement Schedules

## **MD 175 at Rockenbach/Disney:**

	Utility Relocation:	Summer 2010
	Begin Construction:	Winter 2010/2011
	Open to Traffic:	Fall 2012

## **Widening MD 175 from MD 295 Ramp to MD 713 (Developer)**

	Begin Construction:	Summer 2010
	Open to Traffic:	Fall 2011

## **Rockenbach Road Access Control Point (Fort Meade)**

	Schedule at discretion of Fort Meade	

## **MD 175 at Mapes/Charter Oaks Blvd.\*:**

	Begin Construction:	ROW Funding +9 Months

## **MD 175 at MD 174 (Reece Road)\*:**

	Begin Construction:	Summer 2011
--	---------------------	-------------

\* Schedules Contingent on Funding (DAR)

# Items Critical to Schedule

- **Right of Way (Perpetual Easement)**
  - Memorandum of Understanding must outline Rockenbach Access Control Point agreement.
- **Defense Access Road (DAR) Funding**
  - MD 175 at Mapes/Charter Oaks & at MD 174 (Reece Rd)
- **Stormwater Management (SWM) Regulations**
  - SHA's Plans are 90% complete & comply with the Maryland Department of Environment's regulations
  - Fort Meade and SHA coordination of SWM resolution
- **Fort Meade Right of Entry in progress, needed July 1<sup>st</sup>**
- **Fort Meade Utility Permit needed for County Water and Sewer Lines**

# Available Funding for Short-term Improvements

Funding Source	Cost (Millions)
Capital Program Funding	\$31.1
Congressional Appropriation	\$3.3
PLH Earmark 12/14/09	\$2.8
PE from MD 175 Corridor	\$5.0
DAR Funding*	\$18.3
<b>TOTAL</b>	<b>\$60.5</b>

\*Requested, not yet approved



# Programmed Short-term Projects

Improvements	Cost (Millions)
MD 175 @ MD 713 (Rockenbach/Disney)	\$28.4
Access Control Point at Rockenbach Rd. (gate improvements)	\$10.0
Widening MD 175 from MD 295 Ramp to MD 713	Developer
Design of MD 175 @ Mapes	\$1.2
Design of MD 175 @ MD 174 (Reece)	\$1.5
Construction of MD 175 @ Mapes*	\$7.6
Construction of MD 175 @ MD 174 (Reece)*	\$19.6
<b>TOTAL</b>	<b>\$68.3</b>

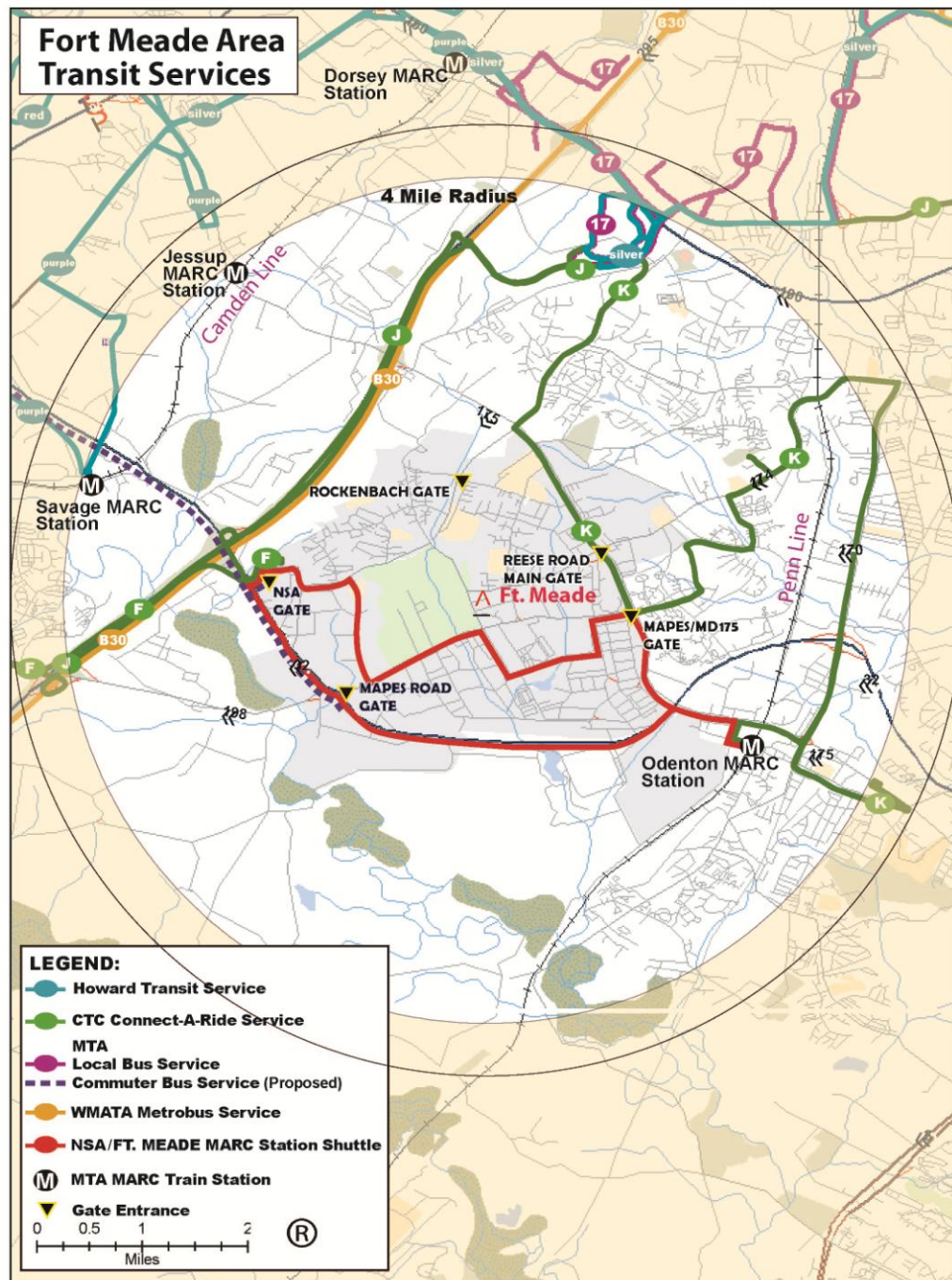
\*DAR Funding approval is needed to fully fund these improvements.

# Support for Public Transit in the FGGM Region





# Fort Meade Area Transit Services



# Transit In Place

- MARC Train
  - Baltimore to Odenton – 7 AM trains
  - Baltimore to Savage – 6 AM trains
  - Union Station to Odenton – 4 AM trains
  - Union Station to Savage – 3 AM trains
  - PM returns
- Local Bus
  - CMRT Routes F, J, K
  - NSA-Ft. Meade MARC Shuttle



# Transit Enhancements for 2011

- Commuter Bus: Gaithersburg to Ft. Meade
  - I-270 Park & Ride - Shady Grove Metro Station – ICC to Georgia Avenue – MD 198 - NSA Main Gate – Ft. Meade – DISA
  - Service Characteristics
    - 3 AM Trips, 3 PM return trips, and a mid-day return
    - Service will be 5 days a week
    - Trip is about 34 miles; will take 55 minutes
  - Departure times and travel route on Ft. Meade are being worked out to best accommodate BRAC and NSA work schedules
  - Ft. Meade and NSA employees will directly benefit by having a “one seat ride”
  - Annual operating cost of \$700,000
- Local Transit: Anne Arundel
  - Piney Orchard-Odenton MARC-FGGM
    - Purchase of two buses (\$388,000)
    - County funding operating costs (\$217,000)

# Transit Enhancements for 2011

- Market Existing and Planned Transit and Rideshare Services
  - Guaranteed Ride Home
  - CMRT's TRIP Initiative and BWI Business Partnership
  - Fort Meade Alliance's "Destination Fort Meade"
  - Technical support for subscription services



# Future Enhancements:

## Commuter Bus

- Eldersburg
- Kent Island
- Reston
- Springfield
- Waldorf



# Future Enhancements: MARC Train

- MARC Growth & Investment Plan
  - Provide greatly increase access to FGGM Region, Washington and Baltimore
  - Plan for 2015 to 2035
  - Initial investments includes cars and locomotives
  - Includes station and parking Improvements along both Penn & Camden Lines
  - Unfunded build-out cost is \$3.9 billion

# Future Enhancements:

## Anne Arundel

- Near Term
  - CMRT K Route Restructured
  - CMRT F Route Extension to Ft. Meade
- Mid-Term
  - North Crofton-Odenton MARC-EUL-FGGM
  - Russett Green-NSA-FGGM-EUL
  - High Frequency Shuttle: MARC-EUL-FGGM
  - Annapolis-EUL-FGGM

# Future Enhancements:

## Howard

- Unfunded Near Term
  - Columbia Gateway-Dorsey MARC-EUL-FGGM
  - Columbia Town Center-Savage MARC-NSA-FGGM
  - Clarksville-Snowden P&R-Savage MARC-NSA-FGGM



# Future Enhancements: Transit-Oriented Land Uses

- Working with TOD developers at Odenton (county property), Savage and Laurel on MARC, and Westport TOD/BRAC Zone at Light Rail stop
- Accommodates FGGM regional employees, while spouses and dependents use available transit to reach jobs and educational opportunities in Baltimore & Washington